Wyoming BLM Fire Vehicle Operating Guide

The policy for BLM Wyoming does not allow warning light equipped vehicles to run emergent. The same policy is listed in the Interagency Standards for Fire and Fire Aviation Operations (Red Book). The warning lights being used in BLM Wyoming are intended to provide a higher level of safety to both the public and BLM fire personnel within the close proximity of wildland fire incidents.

The following guide provides standards for equipping, identifination/numbering of vehicles, training requirements and operating procedures for warning light equipped vehicles within BLM Wyoming:

A. All fire management vehicles will be equipped with warning light systems which will include:

1. A light bar with combination red/white lights visible from the front of the vehicle. The forward facing lights may include headlight or other types of wig-wag lights. (No amber lights are allowed to face forward) Light bars should be focused to be visible at least 300 feet in front of the vehicle.

2. The rear of the vehicle should include either amber flashing or a combination of amber/red lights. (No eye level rear facing white strobe light are permitted.) The vehicle rear light package can include wig-wag type taillights. The vehicle system should be wired to permit the use of just the rear facing amber lights.

3. Vehicles maybe equipped with a white Mars/Sting Ray type light for use in low visibility situations.

4. Command vehicle may be equipped with a green strobe. (This lighting option is not permitted on engines.)

B. The vehicle identification and numbering systems are required on all fire management vehicles equipped with warning light systems:

1. The vehicle identification system will require agency labels (BLM Shield) at least 10 inches tall on both the driver and passenger doors. In addition, reflective lettering at least 4 inches tall will be used with the word FIRE and the below listed numbering systems are required on the rear and both sides of the vehicle. The word fire and the vehicle ID number are optional on the front of the vehicle. In addition the vehicle ID is required to be visible on the top of the vehicle when working with aerial operations (numbers may be magnetic or permanent mount, either on the roof or hood).

2. The numbering system will be in two categories: command vehicles and engines:

   a. Command vehicles will be represented by a three digit numbering system:
   The first number is the zone number. (i.e. Northern=1, Southern=3, Western=4, Eastern=6).
   The second number will be 5, identifying the vehicle as a command unit. (i.e.5).
   The third number will be a sequential unit number. (i.e. FMO=0, FOS=1).

   b. Engine will be represented by a semiliar system:
   The first number is the zone number. (i.e. Northern=1, Southern=3, Western=4, Eastern=6).
   The second number will be 9 this identifies the vehicle as an engine. (i.e. 9).
   The third number will be a sequential unit number. (i.e. 1 through 9).

C. All operators of fire management vehicles equipped with warning light systems will receive training as follows:

1. As part of the annual Fire Safety Refresher training, BLM policy from the Interagency Standards for Fire and Fire Aviation Operations (Red Book), this Vehicle Operating Guide, and Training Suggestions for Vehicle Operators will be reviewed. This will include general safety procedures, proper vehicle positioning, stopping distance consideration, etc.

2. Bureau required Defensive Driving course.

3. Other training as required, at zone discretion. This may include Engine Operator, S-216 Driving for the Fire Service, Certified Emergency Vehicle Operator, Off-road Driving, etc.

D. The Operating Procedure section is intended to provide guidance on the use of warning lights in some identified situation but should not limit the ability of the vehicle operator to access the incident. The vehicle operator should use his/her best judgement in how to provide the highest level of safety to both the public and BLM personnel in the area of the incident:

1. While working along any roadway, the operator should use all of the vehicles' warning lights and position the vehicle as the situation allows the least amount of driving traffic lane interference. In addition, if working in limited vision area (such as a hill, blind spots and smoky areas) the operator should post a second warning vehicle before the hazard, if available.

2. When working in close proximity within the incident but moving the vehicle from location to another location on the incident warning lights maybe used if needed.